

England's Economic Heartland Strategic Alliance



Martin Tugwell

Programme Director

Context for the Strategic Alliance

Strategic Alliance initiative came about in response to recognition that:

- Strategic infrastructure issues (and solutions) **extend beyond any one single area**
- Issues that are common to one or more area can benefit from a **co-ordinated response**
- Need for **stronger integration of investment** by Government, its agencies, local authorities, as well as infrastructure and service providers

The **Alliance partners share a common aim**: to look beyond current success and:

- Address identified barriers to economic activity (both existing and planned growth)
- Raise productivity to match, and where possible exceed, that of our global competitors

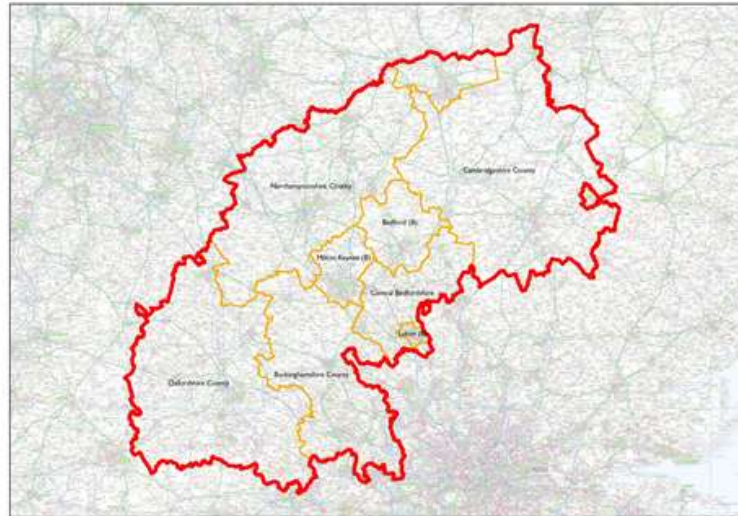
To achieve this requires the Strategic Alliance to:

- Strip away duplication and remove inefficiencies, **enabling faster, more agile decisions**
- Simplify funding streams wherever possible so that the **time (and cost) taken to develop proposals and get them delivered on the ground is reduced**
- Provide **greater certainty for private sector investors** thereby encouraging the to commit sooner to investments with greater confidence

The Strategic Alliance

- 9 Local Transport Authorities

Oxfordshire County Council
Buckinghamshire County Council
Northamptonshire County Council
Milton Keynes Council
Bedford Borough Council
Central Bedfordshire Council
Luton Borough Council
Cambridgeshire County Council
Peterborough City Council



- 4 Local Enterprise Partnerships

Oxfordshire Local Enterprise Partnership
Buckinghamshire Thames Valley Local Enterprise Partnership
Northamptonshire Enterprise Partnership
South East Midlands Local Enterprise Partnership (SEMLEP)

+ involving Greater Cambridge
Greater Peterborough Local Enterprise Partnership

Collaborative working founded in mutual trust and confidence

At the heart of Technology Enabled Science and Innovation

Economy Value - £92.5bn

- but levels of productivity are variable: opportunity to realise an additional 15-20% in GVA
- even then will not be at the level of international competitors

Population – 3.45 million



175,000 businesses
1,640,000 jobs

20,000 new homes/year



Economic Success at a price

Infrastructure has to support economic growth locally ... as well as acting as the arteries for much of the rest of the UK

Our economy is not a suburb of London – improved east-west connectivity central to realising our economic potential



Failure to invest is quickly felt congestion rises; cost of doing business increases; investment looks elsewhere

Economic success cannot be taken for granted

Investment in our infrastructure is required to realise our economic potential, enable us to compete in global markets, support growth initiatives in rest of UK

Strategic Transport Forum

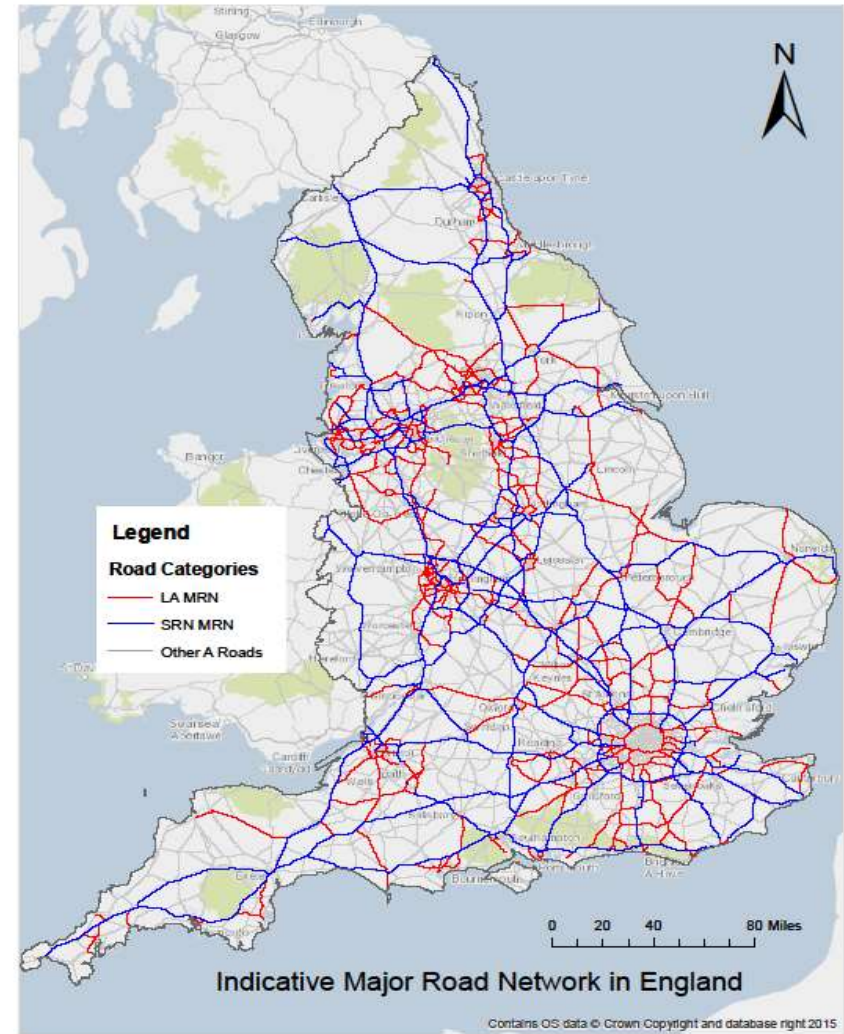
- Established Feb '16 – involves all Alliance partners, DfT, Highways England, Network Rail, public transport operators, Transport Systems Catapult, Civil Engineering Contractors Association (CECA)
- Meets quarterly in public –
Chairman: Cllr Heather Smith
- Focus for a single conversation with Government:
 - Maintaining a single overview of strategic priorities
 - Co-designing investment programmes with Government and its agencies
 - Establishing joint project teams to deliver strategic proposals
 - Sharing of resources and rationalisation of standards, practices and policies to improve the operation of the transport system
 - Establishing the area as a 'living laboratory' for technology enabled innovation



Priority Areas of Activity - 1

Preparing an overarching Transport Strategy

- To be considered by Strategic Transport Forum – 22nd July
- To incorporate emerging thinking on concept of Major Road Network
- Emerging strategy will be used by the Forum to
 - Inform its advice on priorities for Local Authority Major Schemes
 - Shape input into major studies: East-West Expressway, A1 (M25 to Peterborough)
 - M25 South West Quadrant Study
- Will shape Alliance input, together with the work commissioned jointly by LEPs, into National Infrastructure Commission study



Priority Areas of Activity - 2

Overarching Transport Strategy will also form basis for:

- Developing an Alliance position statement as an input into the next Road Investment Strategy
 - Forum to consider initial position statement in autumn 2016
 - Strategic Alliance already engaged with Highways England to align their (HE) work with that of Strategic Alliance
 - Making the case for use of Road Fund monies to be applied to Major Road Network
- Developing an Alliance position statement as an input into the next Rail Investment Strategy
 - Forum to consider initial position statement in autumn 2016



Priority Areas of Activity - 3

Working with Delivery Partners:

- Commitment at Board level from contractors to work with Alliance partners and realise its potential
- Based on collaborative approach – resource being made available by delivery partners

Other Opportunities in development:

- Resilience - using the Transport Strategy as the basis for a proposition to improve network resilience – to reduce economic impact of accidents or planned closures
- Road Safety Forum – working with PACTS to develop a proposition that can be piloted across the Heartland
- Public Transport – using experience with East-West Rail as the basis for collaborative work on franchising



Strategic Alliance ambition is more than just transport.....

looking to include digital infrastructure, energy networks, waste, water...



... looking to establish on-going working relationship with **National Infrastructure Commission**

officers participated in workshops to develop initial national needs assessment – engaging with Oxford University to apply approach at sub-national level

Sub-national Transport Body

- Ambition is to develop a proposition for submission by the end of 2016
- Informal (briefing) workshops held in April:
 - General support from participants for the ambition behind an STB: recognition of the importance of strategic infrastructure being looked at sub-national level:
 - Background briefing paper shared with all partners across the Heartland (including local planning authorities) and with adjoining ‘appropriate authorities’
- Further round of engagement over the summer as part of process to develop proposal – leading to formal consideration by partners in autumn and submission at end of 2016
- Issues to be explored through engagement include:
 - Governance – including the relationship with national organisations, such as Highways England, Network Rail, National Infrastructure Commission
 - Operating Budget – looking for development funding from Government ahead of establishing the Sub-national Transport Body
 - Geography – Alliance partners keen to use momentum that has been established to move at pace, cross-boundary collaboration integral to proposal, utilise flexibility within the primary legislation
 - Powers – opportunities being explored (summarised on next slide)

Sub-national Transport Body

- Over and above the need to publish and maintain the Transport Strategy
- Potential powers that could be sought:
 - Responsibility for identifying the Major Road Network
 - Responsibility for identifying investment in the Major Road Network, including that currently managed through the Roads Investment Strategy
 - A role in managing the operation of the Major Road Network as part of an integrated transport system
 - A role in identifying investment in rail infrastructure
 - A role in specifying and letting of future passenger rail franchises – e.g. East-West Rail
 - A role in ensuring a high quality bus network and enhancement of the local bus offer in partnership with the bus operators – Enhanced Partnership (enabled by Buses Bill)
 - Responsibility for enabling the widespread adoption of smart ticketing technology
 - A role in identifying and implementing measures that improve the overall resilience of the transport system as a means of supporting economic activity

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